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Pious
Pelican

August 2020

Packard

Northern California Packards

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www.NorCalPackards.org



A Region of The Packard Club, Packard Automobile Classics, Inc.

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Pious Pelican

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The Pious Pelican

July—August, 2020

Volume 59, No. 4

Director's Report

These are the times that try Packard owner's patience!

We have had to cancel virtually every event this year (almost every car club is in the same boat).

Each event was difficult to cancel because so much work went into planning them. Our traditional events including our swap meet and our Holiday Luncheon were particularly difficult because so many members participate. Hard, too, was canceling (postponing) the 2020 National Meet in Rohnert Park.

During all of this, your Board of Directors remained engaged and active. Anticipating restrictions on events, Clint Moore led the way to set pandemic era guidelines so we could consider trying to sponsor some events this year.

The Swap Meet seemed to be a natural as our guidelines could allow such an event if carefully orchestrated. Ron Carpenter put the event together under our new guidelines. However, in checking with the Department Of Health for Solano County, we were given no option for holding our event.

While some other traditional swap meets have been canceled, some in the San Joaquin Valley have gone ahead. It doesn't seem fair, but it's a mistake to look for fairness during the pandemic.

To add insult to injury, the massive fires in and around the Bay Area have been devastating. While we have the beginnings of a registry to go to if one needs help sheltering their cars, it appears prudent for car owners to have an emergency plan to move one's car(s) if the need arises. I took a general forestry course at Berkeley in the 1960's. The growing concern was that by suppressing natural fires, fuel built up on the ground and became "canopy" fires. Seems that those chickens are coming home to roost.

One of the high lights of our National Tour was a visit to the Armstrong Redwood Preserve in Sonoma County. This ancient stand of trees was threatened by the fires (and remains vulnerable through the rest of the fire season). While the larger redwood trees are fire resistant, it will take a long time for our forests to recover.

I know that we miss seeing each other and seeing our beautiful cars. As soon as is safely possible, the Board wants to have a celebration (like the Holiday luncheon) where we can all get together.

Here's our new norm, "STAY SAFE".

Happy Motoring!

Steve Weir



Worldwide Virtual Concours! **An Online Show for Packards**

The 2020 PAC Cyber Concours is online and members are beginning to enter their cars. Registration is free to view the cars and vote for your favorites. To enter your Packard, a small fee of \$10 USD is charged to help cover costs. There are already some very fine cars in the show. Once you are registered, you enter a car at any time or you can visit the site from time to time to see what's new. This is the only PAC event in 2020 that cannot be affected by the COVID-19 pandemic and it is the first event in which PAC members from around the world can participate. You can enter your Packards until September 30, 2020, to be eligible for prizes but do it as soon as you can to allow time for people to appreciate and vote for your car. The link to enter is:

<https://vpacmeet.cornerstonereg.com>



Doug & Julie Moore's 1946 2126 Limousine is among the vehicles already registered for the virtual concours. Login to see all of the beautiful entries!
(Photo: Christopher Slater)

Calendar Updates

September 13 Annual Swap Meet—Cancelled

Due to Solano County regulations regarding all gatherings, we are unable to host the swap meet.

September 26 Ironstone Tour d'Elegance

Registration for this event is closed. We hope to "see" you there!



- September 26 Ironstone Tour d'Elegance
- October 4 Driving Tour with Mercedes Club
- October 11 Board Meeting—Phone conference
(contact Steve Weir if you would like to
participate)

Due to COVID-19 concerns as well as local and state regulations,
all events through the end of the year have been canceled.

For a complete and up-to-date list of events along with non-club
concours and shows, please visit our website at
www.norcalpackards.org/calendar.php

On The Road Again... **The Chronicles of Getting a Resting 1956 Packard 400 Back on Tours!**

Text and Photos by Dave Wooldridge



The Woodridge's 1956 Four Hundred has been resting comfortably in their driveway for more than a few years, but hopefully not for too much longer!

Many of you have never seen me actually driving a Packard of my own. I actually own two Packards, a 1948 Deluxe Eight and a 1956 400 Hardtop. The 400 Hardtop is the subject of these chronicles. I have owned the 400 since the early nineties, yes it was running and my late wife, Ann, and I drove it on many tours. It began its rest period due to chronic transmission fluid leaking, a common problem for overhauled Ultramatics, causing severe slipping in and out of gear. Anyway, these chronicles for the Pious Pelican serve two purposes. The first is to keep me focused on the work to get the 400 back on the road and the second is to share whatever information, techniques, part numbers and tips I gather along the way. Yes, I do need the membership to keep me focused. Otherwise I will go wander off on to one the many other projects I saved for retirement (37 years worth)!

First a little history on this particular 400. It has been a part of the region for more than 4 decades under several owners/restorers. Lee Grinager bought it in 1982 from Steve Williams; it had been sitting in his lot in the Napa area for a number of years. After the 1983 National Meet in Berkeley, Lee had it

towed to his home in south San Jose and began a near frame off restoration. It was the subject of inspection at every regional meeting hosted by Lee and Ruby. Back then the region was small enough that we had membership meetings at member's homes; Ann and I hosted several in our back yard. Lee did nearly all the work himself, when it came time for paint he changed it from Shannon Green over Eire Green to Corsican Black over Jamaican Yellow as it is now. He drove it for many years until he passed. Merna Holmes sister, Nancy Borass, bought it from Lee's estate, Lee and Ruby's kids were not interested in the car, Packards or the region. Nancy drove it on tour many times until she decided that it was just too big for her and sold it to Ann and me when we rejoined the club (yes, we dropped out for several years). Ann and I had it on tour for a few years and took it to the Reno National Meet in 1994. Best part of that meet was Ann cheating on the poker tour and getting caught by Jay Hubbard at one of the checkpoints, she still won because she had the best hand from the rest of the tour! It was a fun and funny moment!

Okay, so enough history! Now the question is what do we want to do with the 400? Do we want to use it as strictly a touring car, do we want to make it into a show car or do we want to do a little of both? My thought has always been to make it a touring car. The 1955 and 1956 Packards have always been easy to drive, almost as easy to drive as the 1948 thru 1950 Packards (driving those Packards is like sitting in your living room watching the scenery go by). After discussions with Janet, we have opted for the touring car route.

Having chosen to do the touring route means the 400 has to be super reliable, especially the brakes. I don't want to use the car in front of me to stop! So now we have to develop a plan. We'll start by making a list of all the systems we need to work on or inspect, setting up a binder for notes and pictures, start lining up sources of technical help, locate parts sources and information. It is my intention to share all this as we work through the car. Hopefully this will help other members with their project(s)!

Next time we review the plan and start work!



The interior of the Wooldridge's 1956 Four Hundred ready to be cleaned and polished!

Member Spotlight

The Story of My 1954 Packard Clipper Deluxe

Text and Photos by Bill Young

History of the 1953-54 Packard Clipper

The Clipper was introduced in April, 1941, as a mid-model year entry. It was available only as a four-door sedan. The Clipper name was reintroduced in 1953, for the automaker's lowest-priced car. It was named for a type of sailing ship, called a Clipper.

Packard chief, James J. Nance, originally had planned to introduce the "Clipper" as a stand-alone marque, targeting the mid-range price field that included DeSoto, Oldsmobile, and Mercury. Packard dealers feared they would be losing their best-selling Packard models to the "Clipper". So, Nance rolled out the Packard Clipper previously known as the Packard 200.

For 1954, the "Clipper by Packard" was given its own unique rear fender trim and tail lights to further differentiate it from traditional Packards. Clippers were available in Special and Deluxe models, two- and four-door sedans and two-tone paint.

History of this 1954 Packard Clipper Deluxe

The car was purchased new by a dairy farmer in Hancock County. (On Lake Erie between Cleveland, OH and Erie, PA). He must have been very conservative because of the lack of options. Example: radio delete, no fender skirts and dog-dish hub caps.



Bill Yo0ung's 1954 Clipper while it was still its original black before being painted in 1999 by a previous owner.



Bill Young's 1954 Clipper being prepped and primed before it was given a new look in Matador Maroon.

When he died in 1960 the car sat idle for many years because his wife did not drive. The family did drive the car occasionally. Not many miles were recorded.



His wife died in the 1970's and the car was sold in the estate sale to two Ohio State Highway Troopers from Fremont OH, (near the Rutherford B Hayes library). They kept it in a dry garage, driving only for local parades.

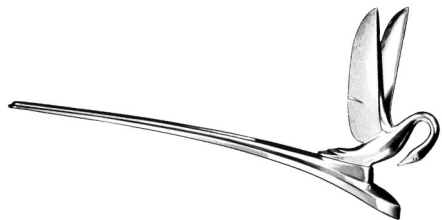
The restorer, Denny, bought the car in 1999 when the Troopers lost their storage. Denny changed the color from black to matador maroon and did other improvements, but did no engine or transmission work. Denny used the car for local tours in Ohio, Michigan and Indiana. Denny sold the car on eBay to someone in Birmingham AL, who in turn sold the car to a dealer in Gilbert, AZ, near Phoenix.

I bought the car Christmas eve 2009, as a Christmas present to myself from the dealer. The car had low mileage (about 59k), original interior, complete chrome trim pieces, and ran.

When the car arrived in CA, it needed a complete emergency brake system, and rear leaf springs. The years were not kind to the car. The car cleaned up pretty good. Turtle Wax Chrome cleaner and elbow grease are required, but it's still a "20-footer" – looks good from a distance of 20 feet.

Performance and reliability were improved by adding a battery disconnect switch, an electric fuel pump, Pertronix ignition and Over-drive.

Right now, the Packard is waiting for the pandemic to be over so we can get on the road again.



Out and About Members on the go!

Since we can't currently meet up, some members have been taking drives on their own. Send us your photos if you're "out and about!"



Bill Young's 1954 Clipper as it looks today in Matador Maroon (with Overdrive!) displayed in front of the Walt Disney Family Museum in San Francisco.



Fred & Pam Hill sent us this photo of their stunning 1955 Four Hundred with Caribbean trim from a trip to Ferndale, CA.



Orin Kerr is the proud new owner of this beautiful Packard Blue 1934 1101 723 Eight Convertible Sedan. Restoration was completed in 2005, and it was refreshed by Orin just in time for the pandemic to hit... but he still drives it weekly!



Rob Guzzetta submitted this wonderful photo from a recent drive he took to Villa Montalvo in his 1928 526 323 Sedan.

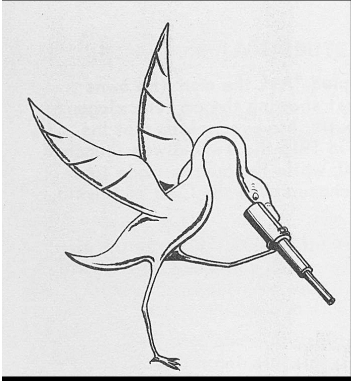
John Blazek submitted these photos and writes:

The Two Packard photo is just prior to the CVD 19 pandemic, a couple of us got together for a nice cruise. Mine is the 39, which was my Dad's, and upon his passing, we had it shipped out here and have been preserving it. Just prior to this cruise, I completed a complete engine overhaul and firewall forward clean-up / restoration. Engine runs great!



Special Photo Feature

Text by Clint Moore



A Bird's Eye View... *Into the Past!*

With few current events and tours to fill our pages, your editor and Bud Juneau have scoured the photo archives to present you with this retrospective of the 1999 Centennial Meet in Warren, OH. Do you have a photo from a past event (the older the better!) that you would like to share? Please email a high quality version to your editor

at batbuick@yahoo.com, and we will consider it for publication in a future issue. Thanks to Tom Goyne for creating this wonderful logo!



The dedication of the National Packard Museum with (left to right) Joe Maz-zuchelli, Donald Taccone, Bonnie Franko, Bill Friedrich, and Bud Juneau.

(Photo: Bud Juneau)

(Continued on page 12)



Above: Old No. 1, the 1899 Packard Model A driven by James Ward Packard, was on loan from Lehigh University and was the oldest from among over a thousand Packards at the meet. (Photo: Clint Moore)

Below: Roger White (Grandson of Packard co-founder George Weiss), Terry Martin (President of the Packard Museum), Bill Friedrich (PAC President), and Tom Summers (Grand Nephew of James Ward Packard) pose with Old No. 1. (Photo: Bud Juneau)





Above: Bud Juneau's 1937 1508 Twelve Sedan looking elegant in front of Warren City Hall. (Photo: Bud Juneau)
Below: A sporty 1955 Caribbean pays homage at the Packard family plot. (Photo: Clint Moore)





Above: Nor Cal Region members Jack Price and Wayne Parsons smile from the seat of a brass-era Packard truck. Left: Souvenir license plate with Magnum Opus participation badge at left and class winner badge on the right. (Photos: Bud Juneau)



Below: Packards as far as the eye can see at the Magnum Opus. Participants were given the chance to take these photos from a large crane. (Photo: Doug Moore)

*The 1956 Predictor was shipped from the Studebaker National Museum, and displayed at the Magnum Opus along with all other existing Packard concept cars.
(Photo: Doug Moore)*



*That's not an Edsel!
"Black Bess" the recreation of the 1957 Packard concept car turned a lot of heads!
(Photo: Doug Moore)*



Warren Lubich (right) and his brother pose in front of a 1952 Clipper during the Magnum Opus concours. (Photo: Doug Moore)



Above: Your editor alongside Lola Signom working with the judges of the vintage fashion show. (Photo: Doug Moore)

Below: The Centennial Meet window decal given to all participants. (Photo: Bud Juneau)



NorCal Club Business
Board of Directors Special Vote

July 8, 2020

Submitted by Steve Weir, Director

Director Weir called for a Special Meeting via email of the Board of Nor Cal Packards.

Participating in the e-vote were: Orin Kerr, Dave Wooldridge, Phil Sherman, Christian Slater, Michael Solomon, George Beck, William Young, and Steve Weir.

Three questions were posed to the Board.

Item 1 – Shall Nor Cal Packards create the position of Assistant Treasurer? (yes or no).

Item 2 – If approved, shall the Board appoint Kelly Monaghan to be appointed Assistant Treasurer? (yes or no).

Item 3 – Shall Jeff Mihaly be appointed interim Treasurer? (yes or no).

Items 1 and 2 passed with eight “yes” votes.

Item 3 passed with seven “yes” votes and one “no” vote.

By this action, Kelly and Jeff are authorized to be added as signers on the account.

By prior action, Milton Wheeler is also an approved signer on the account.



NorCal Club Business
Board of Directors Meeting Minutes

August 3, 2020

Submitted by Milton Wheeler, Secretary

Meeting called to order at 4:44pm

Members Present: Dave Wooldridge, Bob McCoy, George Beck, Steve Weir, Tom Beidleman, Milton Wheeler, Ron Carpenter, Jeff Mihaly, Chris Slater, Phil Sherman, Mike Solomon, Clint Moore, Orin Kerr, Bill Young.

Voted: To approve the May Board Minutes.

Voted: For Steve to send an E-mail to Club Members to see if they will attend the Holiday Party and an Activity after the New Year.

Voted: To have the Swap Meet in September. Ron Carpenter will contact the City and see what the City policy is on the meet.

Voted: (1) Clint's guidelines for Driving Tours under the Pandemic.

(2) Create an Assistant Treasurer's position and appoint Kelly Monaghan to that position and appoint Jeff Mihaly as interim Treasurer.

(3) Possibly have the Holiday Party after an E-mail to Club Members.

Treasures Report: OK but still working on transfer of records.

Membership: Bill Young reported that we have 174 members with 159 paid and 281 Packards. The Calendar is doing well. We sold 63 Calendars with a profit of \$101.66.

Health & Welfare: Phil has sent three cards to Club Members.

Projects: Chris sold many projects May - July. The new price for the Packard Mug is \$15 and \$25 when mailed.

Technical: Bob sent Technical Information to new Club Members.

Tours: Clint is working on Driving Tours through out many areas of Northern California. He needs to check the policies of the various areas because of the Virus problem.

Website: Chris said that we are having many contacts.

Pious Pelican: Clint is asking all members, if you take your Packard for a drive, take pictures and send them to him.

Publicity: Chris is now working with Facebook by putting on pictures of Packards.

National Tour: This has been changed to 2023.

Audit Report: George is still working on the Audit.

Next Meeting: October 11, 2020. Discussed the idea of using ZOOM. After much discussion it will be checked out.

Adjourned at 5:55 pm

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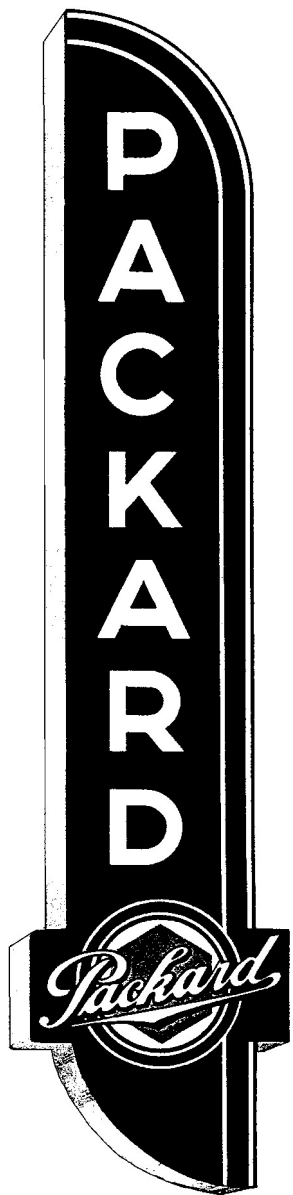
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